

**BY ORDER OF THE COMMANDER
19 AIRLIFT WING**

**LITTLE ROCK AIR FORCE BASE
INSTRUCTION 13-205**

30 MAY 2013

Nuclear, Space, Missile, Command and Control

AIRCRAFT PARKING PLAN



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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, 13 series AFIs, and directs procedures to be used for airfield operations activities at Little Rock AFB. This instruction establishes general procedures and assigns specific parking areas for units at Little Rock Air Force Base. It is applicable to all units involved in airfield use at Little Rock AFB. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://afirms.amc.af.mil>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*).

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision updates general wording and offices of responsibility. Due to the new parking plan revamp the parking spots resized within the restricted area. Major changes include: ADD - 1.1.10. Row M spot 1 should remain open during normal operations to ensure emergency towing capability out of hangar 250 spots 4-6 and hangar 255 north and south to the main apron. Change Note to read, "Additional Maximum Credible Event restrictions apply to certain munitions within HC/D 1.2.1 and 1.2.3. Coordinate with Weapons Safety". ADD: Airfield Parking Map. 1.1.1. 19th Airlift Wing and 314th Airlift Wing aircraft will normally be parked on rows B through T. The maintenance operations center (MOC) is responsible for assigning aircraft parking locations for

19AW and 314AW aircraft on these rows. 1.1.2. 189th Airlift Wing aircraft will normally be parked on rows U through W. The 189th MOC is responsible for assigning parking locations for 189AW assigned aircraft on these rows. 1.1.3. Transient aircraft will normally be parked on rows Y and Z. Parking of transient aircraft will be determined by Airfield Management Operations in coordination with transient alert. NOTE: Rows X-Z are established to accommodate a variety of large, wide-body transient aircraft. To maximize parking flexibility regardless of the mix of aircraft, parking row Z taxi-lines have been omitted. When using this row, aircraft must use extreme caution and respond to marshaler's instructions while parking. 1.1.4. X and Y row are "Big Bird". X and Y row are used for formation re-marshaling and other formation operations; however, only X row provides secure parking for priority level 3 and large frame transient aircraft. Use of this area for any other purpose requires coordination with Airfield Management Operations. Should X and Y row run out of available space, Z row can be used for formation re-marshaling and other formation operations after coordination with Airfield Management. 1.1.5. There is no Q row. Row Q was omitted and replaced with a 30ft wide lane designated as the FIRE LANE for emergency vehicle response. 1.1.6. The Christmas Tree apron is located at the far east end of the airfield and contains eight parking stubs which are used for a variety of reasons. The Christmas Tree is restricted to C-17 and smaller aircraft (Note: Stub 1 is normally used for equipment storage). 1.1.7. Only one aircraft per parking spot in the Christmas Tree. 1.1.8. The Compass Rose is located at the far west end of Taxiway Foxtrot. It is the designated primary combat off-loads training area and the secondary hazardous cargo parking location. Use of this area for parking must be pre-coordinated with Airfield Management Operations. The Compass Rose is restricted to C-130 and smaller aircraft. 1.1.9. Rows B through F and J through W rows, spots 1 – 5 are configured for the C-130J-30 models. C-130J stretch aircraft will not be parked on rows G through I unless pre-approved by Airfield Management and coordinated with MOC.

1. General Parking.

1.1. Aircraft parking rows on the main apron are designated by letters A through Z and parking spots are numbered one through five, with the number one spot at the south end of each row.

1.1.1. 19th Airlift Wing and 314th Airlift Wing aircraft will normally be parked on rows B through T. The maintenance operations center (MOC) is responsible for assigning aircraft parking locations for 19AW and 314AW aircraft on these rows.

1.1.2. 189th Airlift Wing aircraft will normally be parked on rows U through W. The 189th MOC is responsible for assigning parking locations for 189AW assigned aircraft on these rows.

1.1.3. Transient aircraft will normally be parked on rows Y and Z. Parking of transient aircraft will be determined by Airfield Management Operations in coordination with transient alert. NOTE: Rows X-Z are established to accommodate a variety of large, wide-body transient aircraft. To maximize parking flexibility regardless of the mix of aircraft, parking row Z taxi-lines have been omitted. When using this row, aircraft must use extreme caution and respond to marshaler's instructions while parking.

1.1.4. X and Y row are "Big Bird". X and Y row are used for formation re-marshaling and other formation operations; however, only X row provides secure parking for priority level 3 and large frame transient aircraft. Use of this area for any other purpose requires

coordination with Airfield Management Operations. Should X and Y row run out of available space, Z row can be used for formation re-marshalling and other formation operations after coordination with Airfield Management.

1.1.5. There is no Q row. Row Q was omitted and replaced with a 30ft wide lane designated as the FIRE LANE for emergency vehicle response.

1.1.6. The Christmas Tree apron is located at the far east end of the airfield and contains eight parking stubs which are used for a variety of reasons. The Christmas Tree is restricted to C-17 and smaller aircraft (Note: Stub 1 is normally used for equipment storage).

1.1.7. Only one aircraft per parking spot in the Christmas Tree.

1.1.8. The Compass Rose is located at the far west end of Taxiway Foxtrot. It is the designated primary combat off-loads training area and the secondary hazardous cargo parking location. Use of this area for parking must be pre-coordinated with Airfield Management Operations. The Compass Rose is restricted to C-130 and smaller aircraft.

1.1.9. Rows B through F and J through W rows, spots 1 – 5 are configured for the C-130J-30 models. C-130J stretch aircraft will not be parked on rows G through I unless pre-approved by Airfield Management and coordinated with MOC.

2. Security Areas.

2.1. Airfield security areas are outlined in LRAFBFI 31-101. The north, east and west boundaries of rows A through X are marked with a red line with restricted area signs painted on the concrete. The south boundary is marked by concrete jersey barriers with steel cables and attached restricted area signs. Entry control points are painted on the concrete and aligned with white barrels at designated areas. (Note: There are only 2 ECP's on the north side of the parking apron)

2.2. All Priority Level 3 aircraft and above must be parked within the established restricted area unless a unique operational situation exists in accordance with guidelines set forth in LRAFBFI 31-101.

3. Additional Area Assignments. 1.2

3.1. Distinguished Visitors. Aircraft used to transport distinguished visitors will normally be parked on the transient ramp immediately in front of base operations (Y spots 1 & 2). Those DV aircraft remaining overnight will normally be relocated inside the restricted area as determined by Airfield Management Operations.

3.2. Combat Off-Load (COL). The primary location for COLs is the Compass Rose. The secondary COL area is the Christmas Tree apron. Z row may be used only as a last resort and if pre-approved by Airfield Management Operations.

3.3. Joint Readiness Training Center (JRTC) aircraft will normally conduct operations in the Christmas Tree parking apron. JRTC personnel will accomplish marshalling and aircraft handling. JRTC aircraft may use the transient apron only after coordination with Airfield Management Operations.

3.4. Engine Run-up Areas. Parking Rows B through Z, spots 1 through 5 in each row, are authorized for idle power engine runs. Aircraft are authorized to conduct a full power engine

run if the parking spot directly behind is vacant during the duration of the engine run. All engine runs must be coordinated and accomplished in accordance with LRAFBI 13-250.

4. Explosives Laden Aircraft Loading/Unloading/Parking.

4.1. Aircraft being loaded, unloaded, or parked with explosive material will be parked in accordance with guidelines set forth in LRAFBI 91-107.

4.1.1. The primary loading/unloading/parking locations for C-17 and smaller aircraft will be Stub 7 of the Christmas Tree. **NOTE:** During JRTC exercises that utilize Bldg 160 and the Christmas Tree apron, Stubs 7 and 8 are not available for parking of explosives loaded aircraft.

4.1.2. The secondary loading/unloading/parking location for C-130 and smaller aircraft with explosives cargo will be the Compass Rose.

4.1.3. The tertiary loading/unloading/parking location for aircraft with explosives cargo will be the Taxiway Alpha-Foxtrot intersection. This is the primary parking area for wide body aircraft (i.e. C-5, D-C10).

4.1.4. Explosive laden aircraft will utilize locations designated as “primary, secondary, and tertiary” per preferred parking order of precedence, as depicted in Table 4.1.

Table 1. Explosive Limits (NEW) for Hot Cargo Parking Spots. Hazard Class/Division (HC/D).

HC/D	STUB 7	Compass Rose	Alpha/Foxtrot
1.1	30,000 lbs	30,000 lbs	30,000 lbs
*1.2.1	28,000 lbs	28,000 lbs	28,000 lbs
1.2.2	100,000 lbs	100,000 lbs	44,000 lbs
*1.2.3	100,000 lbs	100,000 lbs	100,000 lbs
1.3	100,000 lbs	100,000 lbs	100,000 lbs
1.4	A/C Capacity	A/C Capacity	A/C Capacity
* Additional maximum credible event/largest single round restrictions apply to certain munitions within HC/D 1.2.1 and HC/D 1.2.3. Coordinate with Weapons Safety			

4.2. The following actions must be taken:

4.2.1. When Stub 7 is utilized, all non-explosive loaded aircraft will be removed from Stubs 1 through 6 and 8. All other operations will cease within the designated 1,250' explosive clear zone. Contact 19 AW Weapons Safety for questions or clarification if access is requested.

4.2.2. When the Compass Rose is utilized there are no restrictions affecting normal aircraft parking locations identified in this instruction. All other operations will cease within the designated 1,250' explosive clear zone. Limit access to those maintenance, operations, and security personnel directly supporting explosive cargo operations. Contact 19 AW Weapons Safety for questions or clarification if access is requested.

4.2.3. When the Taxiway Alpha/Foxtrot intersection is utilized, operational aircraft will not occupy parking spots A3-A5 and B4 or B5 on the main parking apron.

EXCEPTION: Ground instructional training aircraft (GITA) not maintained as primary assigned aircraft (PAA), may remain on A row; however, they will not be accessed or utilized as training classrooms for the duration of the event. All other operations will cease within the designated 1,250' explosive clear zone. Limit access to maintenance, operations, and security personnel directly supporting explosive cargo operations at the Taxiway Alpha/Foxtrot intersection. Contact 19 AW Weapons Safety for questions or clarification if access is requested.

4.2.4. Parking for aircraft loading or unloading of no more than 3,000 lbs of NEWQD Class/Division 1.3 or 1.4 explosives as cargo is available on any aircraft parking location; however, it is recommended that all explosives loading cargo operations be conducted in the locations designated "hot cargo".

5. Support For HUREVAC Explosives Loaded Combat Airlift.

5.1. Little Rock Air Force Base has explosive site plan approval to provide parking for no more than four combat loaded AC-130 aircraft. Authorization is for the bed down of aircraft during hurricane evacuation operations only. These aircraft must be parked at Little Rock's current sited hazardous cargo parking spots at Stub 7, the Compass Rose, and the Taxiway Alpha/Foxtrot intersection. The fourth AC-130 will be parked at Stub 8. No other aircraft parking positions on the Little Rock AFB airfield will be utilized. Paragraph 4 of this instruction and the following applies:

5.2. Explosives loaded combat aircraft will not exceed explosive limits listed in Table 5.1.

Table 2. Explosives Loaded Combat Aircraft Explosive Limits.

HC/D	STUB 7	Compass Rose	Alpha/Foxtrot
1.1	1,450 lbs	1,450 lbs	1,450 lbs
*1.2.1	0	0	0
1.2.2	680 lbs	680 lbs	680 lbs
*1.2.3	0	0	0
1.3	150 lbs	150 lbs	150 lbs
1.4	N/A	N/A	N/A

6. Support For Non-HUREVAC Explosives Loaded Combat Airlift.

6.1. With the exception of parking locations for HUREVAC operations, Little Rock Air Force Base is not sited for explosives loaded combat aircraft.

6.1.1. Situations may arise when parking support for explosives loaded combat aircraft is required (i.e. in-flight emergency, weather divert, etc.) In these cases, the Airfield Manager will contact the Wing Weapons Safety Manager or Weapons Safety stand-by for parking coordination. In the event communication cannot be made, park explosives loaded combat aircraft in the safest manner possible, utilizing the greatest distance from other parked aircraft, populated facilities, transportation routes, and base boundaries.

6.1.2. Little Rock Air Force Base will not be considered a "stopover" site for normal transiting explosive loaded combat aircraft or in other planning processes. Parking of

explosive loaded combat aircraft is only considered on a case-by-case basis, created by unavoidable circumstances.

6.1.3. **EXCEPTION:** Combat aircraft carrying internally stored countermeasure munitions or weapons systems of 30MM caliber or less of HC/D (04) 1.2, 1.2.2, may be parked at any parking location on the airfield.

6.1.4. Additional information on aircraft hazardous cargo parking is published in LRAFB I 91-107.

7. Airfield Restrictions/Coordination.

7.1. Recurring apron pavement repairs/restriping often requires parking spot and/or row closure(s) and the temporary relocation of aircraft. The following procedures apply:

7.1.1. Airfield Management will:

7.1.1.1. Per AFI 13-204V3, impose restrictions and/or close any part of the airfield to all traffic when an unsafe condition exists such as pavement deficiency/failure.

7.1.1.2. Coordinate aircraft relocation requirements with MOC NLT 72 hours prior to projected closure. **EXCEPTION:** Severe pavement failure may require immediate closure for emergency repair. To the maximum extent possible, Airfield Management will assist MOC in determining adequate parking locations for displaced aircraft.

7.1.1.3. Provide alternate parking locations for number of displaced aircraft only if space is unavailable on the main parking apron.

7.1.2. MOC will:

7.1.2.1. Make every effort to support the requested work.

7.1.2.2. Provided space is available, make all arrangements to relocate aircraft. If space on the main parking apron is not available, MOC will coordinate with Airfield Management for alternate parking locations adequate for the number of displaced aircraft.

7.1.2.3. Determine aircraft parking availability and make the appropriate coordination (to include SFS for any additional security requirements).

7.1.2.4. Coordinate with maintenance units to relocate aircraft.

7.1.2.5. Inform Airfield Management whether the requested parking areas will or will not be available NLT the day prior to scheduled work.

8. Deviations.

8.1. Deviations from assignments established by this instruction will be in coordination with the 19th MOC Senior and the Airfield Manager.

BRIAN S. ROBINSON, Brig Gen (Sel), USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 13-204V3, *Airfield Operations Procedures and Programs*, 1 Sept 2010,

LRAFB I 13-250, *Airfield Operations and Local Flying Procedures*, 17 Apr 2006

LRAFB I 31-101, *Little Rock AFB Installation Security Instruction*, 17 Nov 2004

LRAFB I 91-107, *Service and Handling of Explosive-Loaded Transient Aircraft*, 24 Oct 2007

Adopted Forms / Prescribed Forms

NONE

Abbreviations and Acronyms

GITA—Ground Instructional Training Aircraft

HC/D—Hazard Class/Division

HUREVAC—Hurricane Evacuation

JRTC—Joint Readiness Training Center

MOC—Maintenance Operations Center

NEWQD—Net Explosive Weight Quantity Distance

PAA—Primary Assigned Aircraft

Attachment 2

AIRFIELD PARKING DIAGRAM

A2.1. Airfield Parking Diagram

